

## Entimations

**BOYRIL PROMOTES HEALTH,  
STRENGTH AND ENERGY**

SANITARY BOARD

**BOYRIL PROMOTES HEALTH,  
STRENGTH AND ENERGY**

**OWNERS** of HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their Premises **LIMEWASHED** and **CLEANSED** in accordance with Law, are reminded that the better during which the work should be **FINISHED** ends on the 30th of APRIL, 1901, and the Sanitary Board, being conscious of the necessity of cleanliness in its efforts to stamp out plague, is determined to rigorously prosecute any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

# BOVRIL

UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.


FOR THE  
**UNITED ASBESTOS CO., LD., LONDON,**  
CONTRACTORS TO H.M. GOVERNMENT

Best Qualities of ASBESTOS GOODS and PACKINGS,  
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.  
"VICTOR" METALLIC BOILER JOINTS

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.  
ESTIMATES given for every DESCRIPTION of WORK.  
CHIEF SUPERINTENDENT.....THOMAS SKINNER.  
SUPERINTENDENT.....ARCHIBALD RITCHIE.  
DODWELL & CO., LIMITED, General Managers.

**FAMOUS DEVONSHIRE LIQUEURS.**

SLOE GIN. ORANGE GIN.  
'PEDLAR' BRAND.

 GINS,  
ERVEN LUCAS BOL'S VERY OLD GENEVA GIN,  
(Great Speciality).  
Acknowledged to be the first GENEVA GIN produced

Equal to any square bottle GENEVA on sale in the Far East.

SOLE AGENTS:  
**CALDBECK, MACGREGOR & Co.,**  
WINE AND SPIRIT MERCHANTS.  
15, Queen's Road,

Hongkong, 15th April, 1901. [15

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**PETER SYS' WONDERFUL SPECIFIC.**  
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale  
by  
**THE PETER SYS COMPANY,**

12th October, 1898. (Proprietors and Sole Manufacturers)  
9, Old China Street,  
Shanghai. [21

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THE GREAT EASTERN AND CALE. EYE-SIGHT.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at the

OFFICES of the General Agents, No. 14, Des  
Vaux Road, Hongkong, TO-MORROW,  
the 8th day of April, at NOON, when the SUB-  
JUNCTION RESOLUTION, which was passed  
at the Extraordinary General Meeting of the  
Company held the 3rd day of April, 1901, will  
be put to the vote.

was submitted for confirmation as a SPECIAL RESOLUTION—

"That the Company be wound up

"Voluntarily and that Max Bennecke, the

"Business Manager of the Company in

"New York, be liquidator thereof."

By Order of the Board of Directors,  
LUTGENS, EINSTAMANN & CO.,  
General Agents.

Hongkong, 17th April, 1901. [102c  
**BANQUE DE L'INDO-CHINE.**  
 HEREAS the following UN-ISSUED  
 NOTES have been STOLEN from  
 Mr. LAZARUS supplies his SPECTACLES  
 only after testing the sight.  
**ADVICE FREE.** [1453b  
**THE**

**ROBINSON**  
**PIANO CO., LIMITED.**

each.  
Series Z 49, 1 to 1,000 of \$1. (One Dollar)  
each.  
The Public are hereby CAUTIONED against  
purchasing or dealing in any way with such  
Notes, as the BANQUE DE L'INDO-CHINE

BEST VALUE IN  
**PIANOS.**

accept no liability for the same.  
By Order of the Chief Manager in Saigon,  
For the BANQUE DE L'INDO-CHINE,  
L. BERINDOAUQUE,  
Acting Manager.  
Hochkong, 26th February, 1903.

**NOTICE.**  
TENDERS are hereby called for the  
ERECTION OF BRICK SHOPS at  
KESSELTOWN for the NORTH BORNEO GOVERN-  
MENT.

MENT, Particulars of which may be seen at  
the OFFICE of  
Messrs. GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 13th February, 1901. [200C

**MUSIC.**  
Grand stock, reduced to clear.  
Hongkong, 13th March, 1901. [25

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Company are prepared to accept First  
Class, FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.  
(Hongkong, 28th May, 1895.)

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Class, FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.  
(Hongkong, 28th May, 1895.)

## Today's Advertisements.

### THEATRE ROYAL, CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.  
Representative—Mr. ALLAN HAMILTON.

TO-NIGHT,  
(WEDNESDAY), APRIL 17TH.

THE  
BROUGH COMEDY CO.  
BROUGH COMEDY CO.  
BROUGH COMEDY CO.

LAST NIGHT!  
LAST NIGHT!  
LAST NIGHT!

OF THE  
"TYRANNY OF TEARS"  
"TYRANNY OF TEARS"  
"TYRANNY OF TEARS"

A Comedy in Four Acts, by C. Haddon Chambers.

TO-MORROW,  
(THURSDAY) AND FRIDAY,  
April 18th and 19th.

FIRST PRODUCTION IN HONGKONG

"THE LIARS"  
"THE LIARS"  
"THE LIARS"

An Original Comedy in Four Acts, by HENRY ARTHUR JONES.

SATURDAY AND MONDAY,  
April 20th and 22nd.

FIRST PRODUCTION IN HONGKONG

"THE GAY LORD QUEX"  
"THE GAY LORD QUEX"  
"THE GAY LORD QUEX"

An Original play in Four Acts, by ARTHUR W. PINERO.

PRICES AS USUAL.

Boxes ..... \$15.00  
Dress Circles and Stalls ..... 3.00  
Back Seats ..... 2.00  
Flat Seats ..... 1.00  
Doors open 8.30. Curtain 9 P.M.

Late Trains 15 minutes after Performances.  
Hongkong, 17th April, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Company's Steamship

"PERLA"

Captain R. W. Almond will be despatched as above TO-MORROW, the 18th inst., at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 17th April, 1901. [433c]

## Intimation.

A. S. WATSON & Co., LIMITED.

## WATSON'S HYGIENOL.

(Registered).

A POWERFUL DISINFECTANT, GERMICIDE, ANTISEPTIC AND DEODORISER.

RECOMMENDED BY THE MEDICAL PROFESSION.

CHEAP, HARMLESS CONVENIENT AND EFFECTIVE.

This DISINFECTANT possesses all the good properties of Carbolic Acid, but is IMMENSELY SUPERIOR in being NON-POISONOUS—even in its concentrated form, thus avoiding risk of accident—and in the facility with which it mixes with COLD WATER in any proportion. In its diluted state it will not injure, stain, or corrode the person, metals, furniture, cotton, linen, or woollen fabrics.

WATSON'S PURE CARBOLIC SOAPS

will be found most efficacious for the prevention of contagious diseases of all kinds.

A. S. WATSON & CO. LIMITED, HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

DEATH.  
At No. 10, D. Orchard Road, Singapore, on the 10th April, LOUIS ROEDER, of Germany (Graf), aged 48 years.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 17, 1901.

## REUTER'S TELEGRAMS.

### BRITISH SOUTH AFRICA.

### NEW DISCOVERY OF GOLD.

LONDON, April 15th.

It is stated in Pietersburg that rich gold reefs have been discovered at Murchistown in the Murchison Range.

### THE PLAQUE AT THE CAPE.

### A GREAT EPIDEMIC.

Up to the present, 392 cases of plague have occurred at Capetown, and 152 deaths.

### SOMALILAND.

### THE MAD MULLAH.

The Mad Mullah is collecting horsemen to attack the British garrison at Burao, 8,000 have already joined him.

### WEATHER REPORT.

The Observatory report says:—

On the 17th at 11.25 a.m. the barometer is falling over China. Pressure is highest between the E. coast of China and W. Japan, and the depression has probably passed to the E. of Japan. Gradients slight for E. and S.E. winds on the China coast, and in the N. part of the China Sea. Forecast:—E. winds, moderate or light; fair.

### LOCAL AND GENERAL.

THE *China Gazette* says that the big British cruiser *Argonaut* is likely to try to go up to Hankow as soon as the river is at its highest level.

THE steamer *Taher*, formerly well known here as the P. & O. *Ancona* was wrecked near Mauritius during a storm on the 21st March. Out of ninety-three persons on board, twenty perished.

WE understand that Admiral Seymour's orders are for the British fleet to assemble at Wei-hai-wei on June 22nd for the usual summer cruises and exercises, of which latter Wei-hai-wei will be the base, unless something occurs to change the present programme.

MR. M. D. O'Leary, of the *Siam Free Press*, was committed for trial on the 4th inst. on a charge of criminal libel brought against him by Nai Poh, a Bangkok Police Inspector, with respect to an article which appeared in the above paper on 13th March. Bail was fixed at Tcs. 1,000.

JAMAICA negroes, said a lecturer at the Imperial Institute recently, have a remarkable genius for carrying all manner of things on their heads. Once a contractor, to facilitate road-making, provided his native labourers with wheelbarrows. These also they preferred to carry on their heads.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

PERAK is the place for unemployed young men to seek a livelihood. An advertisement appears in the columns of their paper offering the princely salary of \$360 per annum for a clerk and steward. When there are such offers as this knocking about what wonder that energetic youths leave their native land and seek employment in foreign parts!

It seems that the Queen of Holland is about to lose her husband for a short time. Prince Henry has consented to visit the Dutch colonial possessions in the Far East, where the Achinese, after sporadic fighting for nearly half a century, are believed to have been at last subjugated. Preparations for the journey are already being made, and the Prince Consort expects to start about June. The tour will last about three months. The Dutch colonies have not been visited by any member of the reigning house since the late King's sailor brother went out.

NUMISMATISTS will be interested to learn that the Mint marks on French coins are about to be re-established. When there were mints in several of the great French towns, the money issued by each was distinguished by a letter or some other conventional mark; the letter A being reserved for the Paris mint. When all the coinage operations were centralised in Paris the marks were suppressed as useless. The motive put forward by the Monetary Commission for the revival of the marks is that they may assist in the detection of counterfeit coins. They will be changed at irregular periods, and may be a letter, a hom of abundance, a torch, or some other design.

THE proposed memorial, says the *Pall Mall Gazette*, to Prince Christian Victor, who died of fever at Pretoria, is to take a form which should commend it to every one. The Prince was an earnest and most promising soldier, who took the keenest interest in his work and in the men who served with him under the colours. It is proposed, therefore, to raise a fund to endow as many beds as possible in the Princess Christian Cottage Homes for Disabled Soldiers and Sailors, which are now being established throughout the country. The Prince Christian Victor beds would be reserved for those who have been disabled in the South African war. It is known that Queen Victoria, who dearly loved her grandson, was much pleased with this proposal, and gave it her heartiest assent. Since then the also has passed away, but it is resolved that the scheme shall be proceeded with.

## MR. CHATER'S NEW RECLAMATION SCHEME.

In response to the invitation of the Hon. C. P. Chater, C.M.C., to the owners and agents of lots on the Praya fronting the sea, situated in the Wanchai District from Arsenal St. to Causeway Bay, to meet and consider the proposals embodied in his correspondence with the Government, recently published, for reclamation of foreshore within the limits above mentioned, and to pass a resolution on the subject, above twenty-five owners and agents met this afternoon at 3 o'clock in the Chamber of Commerce Room, in the City Hall.

Mr. Chater presided and addressed the meeting by reciting at length his reasons for calling the same, and why, in his opinion the Government's proposition was a good one and should be accepted by all present interested in the welfare of the Colony. He spoke for about 15 minutes and when he had finished sat down amidst applause.

The Hon. J. I. Keswick then rose and expressed, for all present, their interest in Mr. Chater's remarks, stating further that the scheme proposed should commend itself to all as it would result advantageously to Hongkong and that he hoped and believed it would be carried out. He presented the following resolution, which was seconded by Mr. A. J. Raymond and carried unanimously:—

Resolved that the proposals for the Wanchai Reclamation embodied in the correspondence between Mr. Chater and the Government, published in the local papers, be accepted in principle and that Mr. Chater is hereby authorised to forward this Resolution to the Colonial Secretary.

Mr. Moses then proposed the following Resolution which was seconded by Mr. Matland and confirmed nem. con.

Resolved that the holders of lots fronting the sea authorize the Government to proceed forthwith with the preliminary surveys and plans and undertake to contribute in proportion to their marine frontage to the expenses incurred by Government.

The meeting then adjourned.

## THE BROUGH COMPANY.

Once more we welcome the Brough Company to Hongkong after an absence of three years. In the East we seldom get an opportunity of hearing and seeing such an excellent performance as that which was given last night, to a crowded house.

The piece "The Tyranny of Tears," a four act comedy by Haddon Chambers, is full of bright dialogue and clever satire, with some real pathos. It is the story of the domestic difficulties of a popular author, by name Clemens Parbury (Mr. Brough), who has had to give up most of his pleasures and all his friends owing to his wife's jealousy. Being engaged a secretary, a lady who is young and by way of being strong minded. This lady is surprised by Mrs. Parbury (Miss Grace Noble) in the act of kissing Mr. Parbury's photograph. Mrs. Parbury, a young and beautiful, but very selfish and jealous woman is so enraged at what she has seen, that she insists on the secretary leaving the house at once. This the secretary (Miss Clara Woodward) refuses to do. In the midst of a heated discussion between the ladies, Mr. Parbury enters. His wife tells him that she wishes the secretary to leave at once. This Mr. Parbury refuses to consent to unless acquainted with his wife's reason for this sudden desire. Weary of his wife's invariable habit of resorting to tears whenever she wishes to gain her own ends, he absolutely refuses to allow his secretary to go, especially as that lady declares that she is quite satisfied with her position and does not wish to resign her post. It is at this juncture that an old friend of Mr. Parbury's, George Gunning, whom he has not seen for over five years, comes to call. To him, in the course of a long talk over old times, Mr. Parbury tells the story of his unfortunate dispute with his wife. Gunning, a bland and cynical man of the world, is very anxious and his chum Parbury should come for a short yachting trip with him. When this project is proposed to Mrs. Parbury, and in the absence of Mr. Gunning, she is told that the invitation does not include herself, she as usual has recourse to tears, and also as usual her husband, rather than continue the scene, gives up the project. Later, Mrs. Parbury, convinced apparently that her husband does not love her, in the course of another discussion about the secretary, declares that either the secretary or herself shall leave the house for ever, never thinking that her husband would permit her to go.

He, thinking it only a threat which she will not think of carrying out, and quite ignorant of the cause of her dislike for the secretary, politely states that the secretary shall remain. That night Mrs. Parbury's father, Col. Arnyng (Mr. Reginald Darterey), is dining with them, and his daughter tells him of her decision to leave her husband. He, thinking that it is only a slight lover's quarrel which will blow over, takes her away with him.

Next morning when Parbury and Gunning are breakfasting principally on champagne, owing to a late sitting the night before, the Colonel turns up and, during a temporary absence of Parbury, informs Gunning of his daughter's presence in another part of the garden, and enlists Gunning's help in order to set matters right. He then calls his daughter and leaves her and Gunning together.

Gunning, who has been much struck by the sense and capabilities of Miss Woodward proceeds to try and mend matters. He succeeds in so far as to induce Mr. Parbury to go away and return late.

Mr. Parbury then enters and Gunning, by inferring that Miss Woodward's reputation is suffering by Mrs. Parbury's absence from the house, induces Mr. Parbury to consent to Miss Woodward's dismissal.

In a very fine scene, Mr. Parbury, tells Miss Woodward of his decision and she of course consents to go. In the midst of this scene Mrs. Parbury comes back and is told of Miss Woodward's impending departure. That afternoon, when the secretary is sitting in the study sorting papers prior to her departure, Mr. Gunning proposes to her and, after much demur, she accepts. This clears the atmosphere and a reconciliation follows between husband and wife.

The most difficult part in the piece, to our thinking, that of Miss Woodward, falls to Mrs. Brough. It is so easy to overdo a part of this kind, and Mrs. Brough never makes the slightest mistake. Her acting is so natural and her enunciation is delightful. Miss Noble, as Mrs. Parbury, is very good and her last scene alone with Miss Woodward is a really excellent piece of acting. Mr. Brough, as Mr. Parbury, is of course good. He has a very pleasant voice and his best scene is perhaps that in which he proposes to Miss Woodward.

Mr. Darterey, as the Colonel, a gay old widower, with a strong penchant for ladies' society, acts cleverly and easily. The minor parts of Evans the butler and Caroline the maid were well filled by Mr. Hards and Miss Gillies, Brown respectively.

The scenery was charming, especially the garden scene in the third act.

There is another performance of this clever comedy this evening.

## "THE TYRANNY OF TEARS."

A Comedy, in Four Acts, by C. Haddon Chambers.

CAST OF CHARACTERS:—  
Mr. Clemens Parbury..... Mr. Brough.  
Mrs. George Gunning..... Mr. W. T. Lovell.  
Colonel Arnyng..... Mr. Reginald Darterey.  
Mrs. Parbury..... Miss Grace Noble.  
Miss Clara Woodward..... Miss Gillies Brown.  
and..... Miss Clara Woodward.  
MISS CLARA WOODWARD..... Mrs. Brough.

ACT I.—Mr. Parbury's Study, Hampton, Afternoon.  
ACT II.—Mr. Parbury's Study, Hampton, The Evening of the Same Day.  
ACT III.—Mr. Parbury's Study, Hampton, The Next Morning.  
ACT IV.—Mr. Parbury's Study, Hampton, The Same Day.

## AT THE MAGISTRACY.

### CHEAP PASSAGES.

John Reid, of Scotland, John Watson, of Scotland, and Thomas Mack, of Canada, stayed away on the S.S. *Zaisang* from Shanghai to Hongkong. Captain Wilde brought them before Mr. Hazland this morning, who sentenced them to fourteen days' hard labour apiece.

### DISORDERLY AT THE THEATRE.

Li Kok, a cook, behaved in a disorderly manner at the Ko Sing Theatre last night. P. Const. Fineman brought him before Mr. Hazland this morning and Kok's little spree cost him three dollars.

### FIGHTING IN THE STREET.

Kwan Ki, cook, and Kwan Chong, a hawk, had a little difference in Des Vaux Road yesterday. Hukum Deen, P.C. 513, interfered and his peace negotiations were valued by Mr. Hazland at three dollars.

### DISORDERLY BEHAVIOUR.

Murdoch Morrison, an unemployed seaman residing at the Sailors' Home, was found by L. Sgt. 16 Wm. Kendall behaving in a disorderly manner in Queen's Road Central. Two dollars or eight days was the sentence, and Murdoch paid up.

### A NUISANCE.

Committing a nuisance in a public place cost Lam To two dollars.

### A TWO DOLLAR PIPE.

Ngan Fuk took a fancy to Han Su's metal tobacco pipe and annexed it. Of course it was "given" to him, but all the same Mr. Hazland considered three weeks an appropriate sentence. He had four previous convictions.

### THEFTS OF BAMBOOS AND TIMBER.

Chan Seung walked off with some bamboo from 210 Des Vaux Road at five o'clock this morning, but Chan Man, a district watchman, had his eye on him and arrested him. Au Man identified the bamboos and the culprit was given fourteen days by Mr. Kemp in which to learn that bamboos don't grow wild in Des Vaux Road.

Li Chung was given a similar sentence for stealing timber valued at two dollars.

### LAUNCH MASTERS FINED.

Inspector Kemp brought the masters of the steam launches *Ching Po* and *Tung Kong* before Mr. Hazland this morning for neglecting to have painted on the bows and stern of their respective craft the number of passengers they were allowed to carry. There was no denying the fact and both defendants were fined ten dollars.

### OBSTRUCTION.

Lce. Sgt. Garrod summonsed Wai Tai, contractor, of 45 Pottinger Street, for obstructing the side channels in Wellington Street by leaving a quantity of building material there. Mr. Kemp imposed a fine of fifteen dollars, which was promptly paid.

### COSTLY VEGETABLES.

Lom Sing, was, on the complaint of L. Sgt. Garrod, fined ten dollars or fourteen days for exposing vegetables for sale in a place other than the public market without a permit.

For the same offence Cheung Sam was fined five dollars or fourteen days.

### SAMPAHAN DISOBEYING THE POLICE.

P. Sgt. MacSwayed charged the owner of sampans No. 2956 with unlawfully refusing to come alongside the Government wharf when ordered to do so by a police constable. The defendant did not put in an appearance on the first hearing, and service of the summons having been proved, Mr. Kemp imposed a fine of seven dollars, which was paid.

### "SHRIMPING."

Wong Hi, Chan Shun Kwong and Chan Ling, junk masters, were brought before Mr. Hazland by P. Const. Johnstone charged with dredging in the man-of-war anchorage. Each had about a couple of hundredweight of coral in his boat. The defendants said they were "shrimping." Fines of ten dollars or fourteen days were imposed.

### ANCHORING IN THE FAIRWAY.

For anchoring his junk in the fairway Cheung Mui, master of junk No. 5321H, was fined ten dollars by Mr. Kemp this morning.

## SANITARY BOARD.

A meeting of the Sanitary Board will be held on Thursday, the 18th inst., at 4.15 p.m.

### ORDERS OF THE DAY.

1. Report relative to the blockage of sewers by the garbage washed into them from hawkers' stalls.
2. The Surveyor's Report for the first quarter of 1901.
3. Report of the analyses of the public water supplies, for the month of March, 1901.
4. Draft Bye-laws to be made under section 13, sub-section 16 of Ordinance 13 of 1901.

### AGENDA.

1. Minute by the Medical Officer of Health relative to sections 11, 27, 91 and 94 of Ordinance 13 of 1901, the Standing Orders and the Drainage Committee.
2. Application relative to the drainage of Nos. 1 to 5, Rose Terrace.
3. Lime-washing return for the fortnight ended April 15th, 1901.
4. Hongkong declared a Plague infected port by Rangoon.
5. Sanitary Regulations enforced at Bengal against arrivals from Singapore.
6. Removal of the Sanitary Regulations enforced at Burma against arrivals from Singapore.
7. Statement showing the number of Plague cases and deaths in Bombay City, from March 1st to March 18th, 1901.
8. Report of Vital Statistics, Manila.
9. Mortality Statistics for this Colony for the weeks ended March 30th and April 6th, 1901.
10. Mortality Returns from Macao for the weeks ended March 31st and April 7th, 1901.

## THE MISSIONARY QUESTION.

MR. ALEXANDER MICHIE'S LECTURE.

Yesterday evening in the St. Andrew's Hall, City Hall, a lecture on the above subject was delivered under the auspices of the Hongkong Old Volumes Society, by Mr. Alexander Michie, the chair being taken by H. E. the Governor. The audience was a large and representative one and included Lady and Miss Blake.

His Excellency the Governor said that those present had been invited to hear a lecture from Mr. Alexander Michie, who required no introduction to any Far Eastern audience, as his literary reputation was so well known, and his last brilliant work, "An Englishman in China," was now being devoured with avidity by everybody who could get, borrow, or buy a copy. The subject of the lecture, was the political obstacles to missionary work in China, and was one of absorbing interest to every student of the history of China for the past three hundred years, and much affected the present position of affairs. It could not be ignored in any profitable examination of the present position in China. To those who had the good fortune to read Mr. Michie's writings no assurance was necessary that the lecture would be instructive and interesting, and would be listened to with pleasure by those who were in attendance. His Excellency then introduced Mr. Michie.

The lecture was as follows:—  
With the exception of a few extremists who glory in the contemplation of martyrdom, who regard the effusion of blood as no drawback whatever to the propagation of their faith, men of all classes must deplore the violence which attends missionary operations in China. Periodical outrages, destruction of life and property, savage passions incessantly inflamed spreading like a bush-fire among the Chinese people, holocausts of adherents to foreign sects: such things are all too frequent and too wide-spread to be attributed to local or accidental circumstances. The root causes of these ever recurrent phenomena must be constant, and they must be general. And so long as the root causes remain it is obvious that similar effects must be expected to show themselves. How far the ramifications of these untoward effects extend is probably but faintly realisable by persons at a distance from the scene. The world resounds with the cries of persecuted missionaries; but grievous as are their woes, the sufferings of foreigners can bear little comparison with the miseries entailed on the natives who have to bear the brunt of the onslaught. The foreigners concerned are not only few in number, but they have means of escape, and it is in their own choice whether they remain at or return to the theatre of danger. But their native disciples having no such option, are tied to the soil, and are as helpless as sheep before their shearers. Of their griefs the outer world hears virtually nothing.

The common sense of mankind must recognise this state of things as an evil. Those who are the most sincerely devoted to Christian teaching must feel poignant regret that its introduction to the richest field in the whole world should be associated with outbreaks of cruelty, and the letting loose of the fiendish passions of men. If it be presumed that the most ardent proselytiser—always with the special exceptions referred to at the outset—would prefer that his religion should make a peaceable, and not a stormy entrance into the empire of China, it follows that the lay world stands on common ground with missionaries in viewing with consternation the bloodshed which stains their path.

Unfortunately, however, the acknowledged evil is one which, like bubonic plague, is practically without a remedy, since no two sects, scarcely any two men, could ever be got to agree upon measures either of prevention or cure. But though these circumstances, discussion on the subject may appear to be idle, yet people can no more refrain from discussing it than they can avert their thoughts from other irreparable calamities. Go where one will, the missionary question is in every mouth: it is a standing topic for the forum as well as for the study. There may be regions of the earth where religious propaganda is properly left to the care of its professional sponsors, but so far as the missions in China are concerned, their operations fill too large a place in the world's affairs for the consideration of them to be relegated to tinselled monks or to *ex-officio* theologians, no matter of what sect.

For the truest feelings which these missions have aroused in China raise questions of international ethics which threaten to upset the political equilibrium of the globe, to threaten the world's peace. We may witness the progress of Christianity as a religion which was being obstructed by the opening of the flood-gates of savagery, its self-constituted guardians might, like other corporations, resent the intrusion of outside opinion. But the gravity of the matters at issue is such as to override mere professional scruples, it is not religion alone—important as that is—which is affected by the course of events, but the wellbeing both of the people of China and of the Western States.

And as it is the civil power of Christendom, with the military force controlled by it, which is responsible for the introduction and maintenance of missionaries in China, every subject and citizen of these States bears a responsibility of which he can be no means divest himself. It seems, therefore, the bounden duty of the public at large to exercise their minds on the rights and liberties of the Chinese people and the sovereignty of their Government, to examine dispassionately the various claims set up by the propaganda, and to come to some conclusion as to the extent to which the military forces of Christendom may be legitimately used to support a course of procedure which is calculated, if not intended, to overturn the existing polity of China.

We are justified in assuming from the history of missions in past centuries, as well as from all contemporary experience, that the Christian religion, as such, has never provoked the Chinese Government for people to acts of violence; and that their real objection to the propaganda has been, and is, primarily political, and only incidentally religious. Missionaries of all denominations and in all ages have testified in the amplest manner to this fact. A French missionary in the 14th century wrote from Central China:—"In this empire there are men of all sects; and as every one is permitted to live in whatever belief he pleases, the opinion, or rather the error being upheld that each one may effect his salvation in his own religion, we are enabled to preach in perfect liberty and security." Five hundred years have worked no change in the Chinese attitude. Mr. Ross, the well-known Scotch missionary of the 19th century, says:—"As far as religion is concerned, the Chinese are not only reasonable, but extremely tolerant till the professed religion assume, or is believed to assume, a political aspect."

But, that being the case, the so-called persecutions and martyrdoms of Christians lose all their religious significance; the very terms by which they are commonly described are misleading. For assuredly no heavenly vision has ever said to a Chinese, "I am Jesus whom thou persecutest." We may, without injustice to either side, assume the practice

of the Chinese, for thought it be that we of the lay community might take exception to much that is presented to the Chinese in the name of Christianity as having little relation or resemblance to the gospel of Christ, yet our consideration of the missionary question will be conveniently simplified by leaving the subject-matter of its religious teaching on one side. We can do this on the double ground that what is beyond our ken is also outside of our responsibility, and that it is not the doctrines of the missionaries, whether pure or corrupt, which are the inciting causes of hostility.

But if not their doctrines, then it is something else that brings down Chinese vengeance upon the missions; and that something is not far to seek. It is writ large over the whole history of mission work in China, to that he who runs may read it. What the Chinese object to in foreign missions, and will resist to the death, is their political pretensions, applying the adjective in its widest sense, so as to include the sphere of social relations—for the most important politics in China are family and village politics; and it may safely be said that if missionaries could live on good terms with the local communes, and keep clear of tribal feuds, the higher Chinese authorities would be only too glad to leave them unmolested. On the other hand, an attitude of brusque hostility towards rural observances, of open derision of time-honoured superstitions, and such like, necessarily generate resentment, and under stimulating conditions, may easily develop into ferocity, especially when an outsider is the object of it. The claims of the Roman Catholic propaganda are so notorious that it would be superfluous to recapitulate them before an audience like this. To put the matter concisely, they would convert the population of China into French citizens, thus constituting an *imperium in imperio*, subversive of the authority of the native Government. All Protestants recognise most of them; deplore, and many of them denounce this state of things, while the Chinese are driven by it to despair or to desperate resistance.

It is argued, however, on behalf of Protestant Missions, that they are innocent of the charges which lie so heavily against their Catholic rivals; that as they do not assume official rank, nor directly interfere in the administration of justice, their proceedings are void of offence. This plea, which has been put forth by English secular journals of the highest repute, does not cover the ground, and even within its narrow limits it is unsubstantial. Granted that Protestant missionaries do not publicly assume official functions, yet their active interference in native courts and in native quarrels is beyond question; it has for years been one of the recurrent subjects in their periodical literature. I have often seen it debated in these journals to what extent it is politic or consistent with the missionary profession to support the adherents in litigation or in village feuds, the actual existence of the practice being always taken for granted. Indeed it is not easy for the missionaries altogether to avoid such interference. Their disciples are in trouble, and seek counsel. Is their pastor to refuse to listen or advise? And if he advises, is he not taking part in the quarrel? Is the man who furnishes the ammunition and loads the gun a less active combatant than he who fires it? A well-known missionary in North China, Mr. Candlin, thus describes and comments on the practice in a letter published some years ago in a daily newspaper:—"A missionary, he says, 'receives a report from one of his Church members that his heathen neighbour is persecuting him. He applies to the mandarin, who refuses to see him. Then he goes to the Consul. His Consul reluctantly refers it to the higher



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 19th April, at Daylight.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 19th April, at Noon.
IZUMI MARU.....	HANA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	FRIDAY, 19th April, at 4 P.M.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.	TUESDAY, 23rd April, at Noon.
SHINANO MARU.....	KOBE and YOKOHAMA.	FRIDAY, 26th April, at Daylight.
KAGOSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 26th April, at Noon.
YAWATA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE.	FRIDAY, 26th April, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd May. Freight and Passage.
SEGROVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. Freight.
AMBRIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 16th April, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 11th June, at Noon.

THE Twin Screw Steamship

## "AMERICA MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

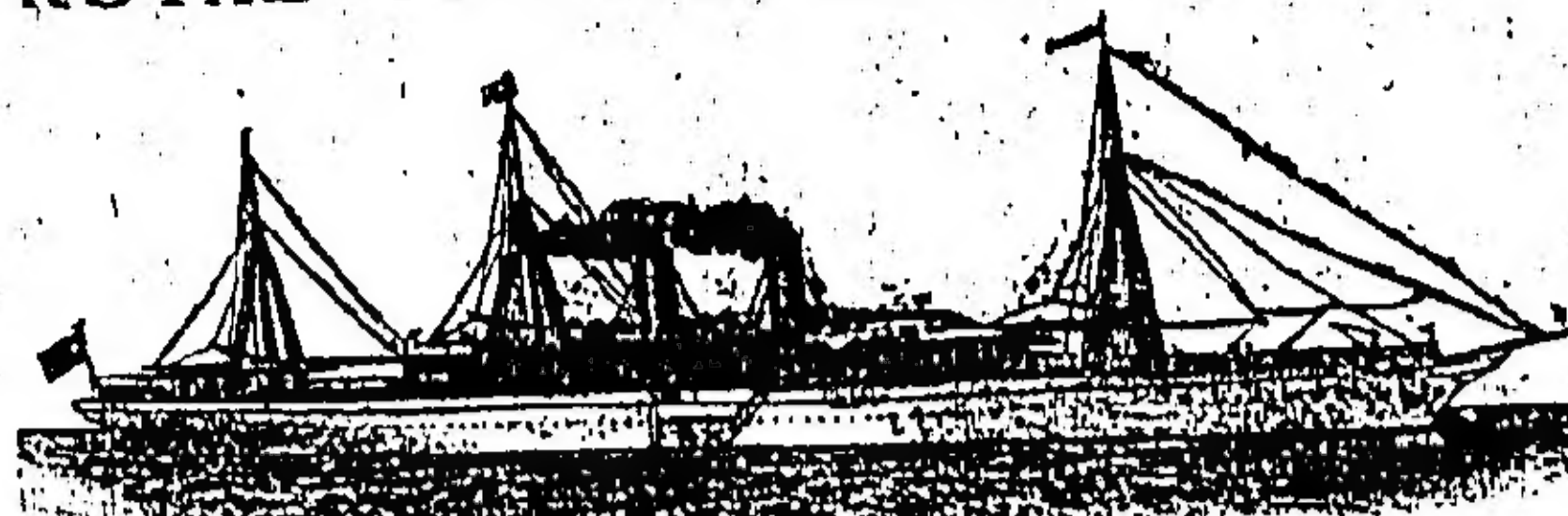
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS FROM THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Gaio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 1st June, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 27th June, at Noon.

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan; and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA-FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

Straight City.....	about April 20
Carlisle City.....	about May 15

THE Steamship

"STRAIGHT CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

## Mails.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
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Olympia.....2,837 J. Truebridge April 26  
Duke of Fife.....3,821 J. S. Cox.....May 7  
Tacoma.....2,811 A. Dixon.....May 17  
Victoria.....3,592 J. Pantou.....May 28

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other points on application. Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL &amp; Co., LIMITED, General Agents.

Hongkong, 15th April, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN PORTS).

THE Steamship "SOBRON" Captain L. M. Wilmot, R.N.R., carrying His Majesty's Mails, will be despatched from this port for MARSEILLES and LONDON, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marseilles and London, will be conveyed direct without transhipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

NOT RESPONSIBLE FOR DEBTS. Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour: ADOLPH OFFIC, American ship, Amesbury; Standard Oil Co. SEA WITCH, American ship, Howes; Master HATTIE C. SMITH, American schooner, Riley; Master CLAVERING, Dutch ship, T. Barker; Dodwell & Co., Limited.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
FOOCHOW.....	"HUNAN".....	19th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TSINAN".....	23rd instant.
MANILA.....	"TSINAN".....	23rd instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 16th April, 1901.

## OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL.....	"CALCHAS".....	20th April.
"	"DARDANUS".....	2nd May.
"	"MACHAON".....	9th May.
"	"ACHILLES".....	14th May.
"	"PROMETHEUS".....	18th May.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"AJAX".....	30th April.
"	"ANTENOR".....	14th May.
"	"CALCHAS".....	28th May.
LIVERPOOL (DIRECT).....	"PYRRHUS".....	5th May.
(Taking Cargo at LONDON RATES).....	"ULYSSES".....	19th May.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, D. S. Co.

Hongkong, 17th April, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship "CHELYDRA," Captain Cox, will be despatched as above on FRIDAY, the 19th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th April, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "LOONGSANG," Captain Weigall, will be despatched as above on FRIDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th April, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship "GISELA," Captain Mosca, will leave for the above places, on SATURDAY, the 20th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 13th April, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship "MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th April, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship "ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th April, 1901.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINE—HAMBURG.) FOR NEW YORK VIA SUEZ CANAL.

(With Liberty to call at MANILA.)

THE Full-powered Steamship "ASTORIA," Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 15th April, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th April, 1901.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship "RICHMOND CASTLE," will be despatched for the above Port, on or about the 23rd instant, and will be followed by the S.S. "FERDENE," "LOWTHER CASTLE," "AFRIDI" and "HILLGLEN."

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 16th April, 1901.

## NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship "YAWATA MARU," (3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 26th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th April, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOI, KOBE, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION," will be despatched for PORTLAND (OR.) about 20th May, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, Agents, or to SHEWAN, TOMES & Co.

Hongkong, 16th April, 1901.

## To be Let.

## TO LET.

"WOODLANDS WEST," No. 9, SEYMOUR ROAD.

Apply to "S.B." C/o This Office.

Hongkong, 13th March, 1901.

## TO LET.

A HOUSE in RIFON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 13th March, 1901.

## Consignees

# Consignees.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE,"  
FROM NEW YORK.

CONSIGNEES of Cargo are hereby notified that the Hongkong Cargo by above steamer was transhipped at Singapore and arrived yesterday by the S.S. "CHELYDRA."

All Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**DODWELL & Co., LIMITED,**  
Agents.  
Hongkong, 10th April, 1901. [412C]

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**

**FROM CALCUTTA, PENANG AND  
SINGAPORE.**

**THE Company's Steamship**

**"CHELYDRA,"**

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after NOON, the 12th instant, will be  
landed at Consignees' risk and expense into the  
wharves at East Point.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by

**JARDINE, MATHESON & Co.,**  
General Managers.

Hongkong, 10th April, 1901. [410C]

**NOTICE TO CONSIGNEES**

HE P. & O. S. N. Co's Steamship  
"COROMANDEL,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.  
Consignees of Cargo by the above-named  
Vessel are hereby informed that their Goods are  
being landed and placed at *their risk* in the  
Longkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.  
The vessel brings on Cargo:—  
From London, &c., *ex S.S. Rome.*  
From Persian Gulf, *ex S.S. Khandalla and*  
*Sinla.*  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
10 A. M., TO-DAY.  
Goods not cleared by the 19th instant; at 4  
P. M. will be subject to rent.  
No Fire Insurance will be effected by me in  
case whatever.  
All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company, within ten  
days after the Vessel's arrival here, after which  
Claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Longkong, 19th April, 1901.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"AMERICA MARU."

The above Steamer having Arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for Countersignature, to take immediate delivery of their Goods alongside.

Cargo impeding the discharge of the Vessel, will be landed and stored at Consignees risk expense.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 13th April, 1901. [7]

STRIAN LLOYD'S STEAM NAVIGATION COMPANY.

**NOTICE TO CONSIGNEES.**  
FROM YOKOHAMA AND KOBE.  
H.E. Steamship

**"TRIESTE"**

Having arrived, Consignees of Cargo are hereby notified that the Goods are being landed at risk into the Godowns of the Hongkong & Shanghai Wharf and Godown Company, and whence delivery may be obtained. Claims will be admitted after the Goods leave the Godowns, and all claims must be made to the Office of the Undersigned before the 20th instant, or they will not be received.

Fire Insurance has been effected, and any remaining in the Godowns after the 20th instant, will be subject to rent.

Goods of Lading will be countersigned by  
SANDER, HENDER & CO.,  
Agents.

Hongkong, 15th April, 1901. *Lease*

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

**NOTICE TO CONSIGNEES.**

STEAMSHIP "OLYMPIA."  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
SHANGHAI.

Above Steamer having arrived, Con-  
signees of Cargo are hereby requested to send  
their Bills of Lading for countersignature  
and take immediate delivery of their Goods  
longside.

By impeding the discharge of the Vessel  
landed and stored at Consignees' risk  
and expense.

**DODWELL & Co, LIMITED,**  
Agents,  
Hongkong, 15th April, 1901. [4

**NORTHERN PACIFIC STEAMSHIP  
COMPANY.**

**NOTICE TO CONSIGNEES.**

STEAMSHIP "BUCKINGHAM."  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE AND MOJI.

Above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
longside.

By impeding the discharge of the Vessel  
landed and stored at Consignees' risk  
and expense.

**DODWELL & Co, LIMITED,**  
Agents,  
Hongkong, 28th April 1901. [4

## The Share Market.

## LATEST QUOTATIONS.

(April 17th).

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	36 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	1/2
The Bank of China & Japan, Limited (Deferred)	£ 1	1/2 buyers
National Bank of China, Ltd.	£ 8	37 buyers
Do. Founders	£ 1	1/2 buyers
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$85 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$56 buyers
North China Ins. Co., Ltd.	\$ 25	1/2 180 sellers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$130 buyers
Canton Ins. Office, Ltd.	\$ 50	\$160 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$325 buyers
China Fire Ins. Co., Ltd.	\$ 20	\$84 buyers
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamship Co., Limited	\$ 15	\$33 buyers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$125 sales
China & Malacca S.S. Co., Ltd.	\$ 30	\$62 buyers
Do. Founders	\$ 30	\$40 sales
Douglas Steamship Co., Ltd.	\$ 50	\$51 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	1/2 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	1/2 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	1/2 buyers
Star Ferry Co., Ltd.	\$ 2 1/2	\$8 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	1/2 sellers
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$135 sales and
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
<b>Mining.</b>		
Punjab Mining Co., Ltd.	\$ 8	\$6 sellers
Punjab Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	£ 250	\$315
Queen Mines, Ltd.	25 cts.	10 cents
Jelchu Mining and Trading Co., Ltd.	\$ 5	\$5
Raub Alluvial Gold Mining Co., Ltd.	75 cts.	\$38 buyers
Oliver Freehold Mines, Ltd. A.	\$ 5	\$24
Oliver Freehold Mines, Ltd. B.	\$ 5	\$14 sales
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	10 cents
Do. (Preference)	\$ 5	40 cents
Do. (Wharves and Godowns)	\$ 5	10 cents
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	170 buyers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$103
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$22
<b>Lands, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	70	\$94 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$198 sellers
Kowloon Land and Building Co., Ltd.	\$ 30	\$28 buyers
West Point Building Co., Ltd.	\$ 50	\$14 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$120 buyers
Oriental Hotel Co., Ltd.	\$ 50	\$80 buyers
Humphreys & Estate & Finance Co., Ltd.	\$ 10	\$13 buyers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$71 sales
Ewo Cotton Spinning & W. Co., Ltd.	£ 100	£ 44
International Cotton Mfg. Co., Ltd.	£ 100	£ 45
Lauching-mow Cotton Spinning & Weaving Co., Ltd.	£ 100	£ 55
Soy Chee Cotton Spinning Co., Ltd.	£ 500	£ 325
Yahloong Cotton Spinning Co., Ltd.	£ 100	£ 45
<b>Oil Companies.</b>		
Alhambra, Limited	\$500	200 % premium
La Comercial, Ltd.	\$500	100 % premium
Hemalins, Limited	\$500	100 % premium
La Favorita	\$500	100 % premium
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$18 ex div.
China-Banco Co., Ltd.	\$ 15	\$36 ex div.
A. S. Watson & Co., Limited	\$ 10	\$17 buyers
Watkins, Limited	\$ 10	\$104 sellers
Hongkong Electric Co., Limited	\$ 10	\$124 sellers
Hongkong Electric Co., Limited	\$ 5	\$64 sellers
Hongkong & China Gas Co., Ltd.	£ 10	\$130 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$174
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$164 buyers
H'kong High-Level Tramways Co., Ltd.	\$ 100	\$210 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Auctioneers Eastern Agency, Ltd.	£ 1	\$14 buyers
United & Asiatic Oriental Agency, Ltd.	\$ 4	\$84 sales
Carmichael & Co., Ltd.	\$ 20	\$7
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7 cum call
China Light & Power Co., Ltd.	\$ 20	\$20

BENJAMIN, KELLY &amp; POTTS,

Share Brokers.

Telephone Address "Rialto."

Telephone No. 118.

## VISITORS AT THE HONGKONG HOTEL.

Alexander, Mr. Earl Angus, Mrs.	Katsch, Mr. E. A. Keyes, Miss A. C.
Atkinson, Mrs. & Miss King, Mal. H. S., R. E.	King, Mal. H. S., R. E.
Bell, Mr. and Mrs. O. Kirkwood, Mr. J. M. D.	Littledale, R. E., Major
Berger, Mr. F. J. C. R. P.	Long, Mr. & Mrs. D. M.
Birks, Mr. and Mrs. C. R. P.	MacLennan, Dr. J. R.
Black, Mr. D. F.	MacLennan, Mrs. J. R.
Borthwick, Mrs. R. W.	Mackillop, Mr. A. R.
Brown, Mr. R.	Macklin, Mr. T. H.
Bradley, Mr. R. C. D.	Maddock, Mr. & Mrs. J. C.
Brandeth, R. N., Lt. & Mrs.	Mathews, Mr. & Mrs. McLeelland, Mrs. and Cameron, Mr. D. F.
Brough, Mr. and Mrs. Burnie, Mr. C. M. G.	McLellan, Mrs. and Cameron, Mr. D. F.
Burnie, Mr. C. M. G.	McLellan, Mrs. and Cameron, Mr. D. F.
Cann, Mr. W. H.	Moffly, Mr. Geo. Morgan, Mr. F. E.
Cann, Mr. W. H.	Moffly, Mr. Geo. Morgan, Mr. F. E.
Clark, Dr. & Mrs. F. E.	Mould, R. E., Maj. C. F.
Colson, Mr. T. S.	Oleson, Mr. O. K.
Cooper, Mr. M. A.	Orr, Mr. R.
Coolson, Mr. L. B.	Orr, Mr. R.
Crowley, Mrs.	Orr, Mr. R.
Cubrot, Madam	Orr, Mr. R.
Denny, Mr. W. O.	Orr, Mr. R.
Derrick, Mr. E. H.	Orr, Mr. R.
Dietman, Mr. A.	Orr, Mr. R.
Discombe, Mr. G. M.	Orr, Mr. R.
Dorehill, R. A., Major	Orr, Mr. R.
Duff, Mr. W. S.	Orr, Mr. R.
Dummont, Mr. P. S.	Orr, Mr. R.
Elkins, Mr. C. B.	Orr, Mr. R.
Evers, Mr. Aug.	Orr, Mr. R.
Falk, Mr. and Mrs. Florina, Comdr. A.	Orr, Mr. R.
Gibson, Mr. and Mrs. Kennedy	Orr, Mr. R.
Glover, Mr. C.	Orr, Mr. R.
Goddard, Capt.	Orr, Mr. R.
Goodell, Mr. W. A.	Orr, Mr. R.
Grant, Mr. John	Orr, Mr. R.
Gross, Mr. F.	Orr, Mr. R.
Handelman, Mr. H.	Orr, Mr. R.
Harding, Mr. and Mrs. Hobden, Mr. E. C.	Orr, Mr. R.
Hobden, Mr. E. C.	Orr, Mr. R.
Hochepel, Mr. R. W.	Orr, Mr. R.
Hogg, Mr. H. H.	Orr, Mr. R.
Hogkins, Mr. & Mrs. J. D.	Orr, Mr. R.
Huke, Mr. and Mrs. A. N.	Orr, Mr. R.
Howard, Mr. Thos.	Orr, Mr. R.
Jackson, Mrs. J. B. and child	Orr, Mr. R.
Jenkins, Mr. C. M.	Orr, Mr. R.
Joseph, Mr. & Mrs. E. S. Williams, Mrs. J. Karman, Mr. S.	Orr, Mr. R.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Harston, Dr. and Mrs. Benjamin, Mr. S. C.
Bond, Mr. J. W. S.	Hughes, Col. G. A.
Bosworth, Mr. J.	Hutchings, Miss
Brayne, Mr. H. F. R.	Hutchings, Miss
Brown, Colonel F.	Lang, Dr. J. E.
Buttanshaw, Major and Mrs. and maid	Lee, Mr. J. E.
Buttanshaw, Miss May	MacKie, Mr. C. Gordon
Buttanshaw, Master H.	Martin, Mr. R.
Carrington, Sir John, C.M.G.	McGowan, Mr. A.
Carrington, Miss	Miller, Mr. and Mrs. Newall, Mr. Stuart G.
Caulson, Mr. and Mrs. Collard, Col. A. W.	O'Gorman, Col. The
Comrie, Mr. A. F.	Oppenheim, Mr. J. H.
Coutts, Mr. C. H.	Pollock, Mr. R. M. E.
Dana, Mr. G. H.	Pyne, Capt. R. A. M. C.
Drion, Mr. F.	Pyne, Mr. R. M.
Ezekiel, Mr. J. S.	Quinn, Mr. M.
Forbes, Mr. Andrew	Rouse, Mr. A. B.
Graham, Mr. D. M.	Shelton, Mr. E. Ward
Graham, Mrs. W. D.	Sinclair, Mr. A. G.
Griffin, Major W. W., R.A.	Tomlin, Mr. G. L.
Gumpert, Mr. and Mrs. Hays, Mr. J.	Welgess, Mr. H. J.
	Wheeler, Mr. H. E.
	Wheeler, Lt.-Col. J. L.

## CRAIGIEBURN.

Anderson, Mr. Jas.	Canton, Staff-Surg. H.
Andrews, R. N., Staff	Canton, Mrs.
Burg and Mrs. A. G. Lewis, Mr. M. C. C.	Canton, Mrs.
Binder, Mr. Gustav	Canton, Mrs.
Brown, Mr. and Mrs. Volpicelli, Consul H. Matheson	Canton, Mrs.

## KOWLOON HOTEL.

Downs, Mrs. Lottie	Munro, Capt.
Honsh, Mr. S.	Munro, Master P.
Leary, Lieut. C.	Thomson, Mr. & Mrs. Masloersky, Mr. W. von Wittmann, Mr. & Mrs.

## EXCHANGE.

Hongkong, 17th April.	
ON LONDON, Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Credits, 4 months' sight	1/11 1/2
Dredits, 4 months' sight	1/11 1/2
ON BERLIN, (demand)	M. 1.99
ON PARIS, Bank Bills, on demand	M. 1.99
Credits, 4 months' sight	M. 1.99
ON NEW YORK, Bank Bills, on demand	47 1/2
Credits, 30 days' sight	47 1/2
ON BOMBAY, Telegraphic Transfer	146 1/2
On demand	146 1/2
ON SHANGHAI, Telegraphic Transfer	172 1/2
(Private 30 days' sight)	172 1/2
ON YOKOHAMA, T.T.	34 1/2
Sovereigns, Bank's Buying Rate	34 1/2
Gold Leaf 100 touch, per tael	32.50
Bar Silver	37 1/2
Dollars	nom.

## OPTIUM QUOTATIONS.

Hongkong, 17th April.	
New Patna	593 1/2 per chest.
New Benares	597 1/2
New Malwa	597 1/2 per picul.
Old Malwa	597 1/2
Persian, paper tied	597 1/2

## VESSELS IN PORT.

<b>Steamers.</b>	
AGAMEMNON, British steamer, 4,461, H. Nish, 13th April—Moj 9th April, Coals—Butterfield & Swire.	
AMERICA MARU, Japanese steamer, 3,450, P. H. Goring, 12th April—San Francisco and Shanghai 10th April, Mails and General—J. S. Van Buren.	
ARIAKE MARU, Japanese steamer, 2,193, T. Tanaka, 15th April—Kutchinoto 10th April, Coals—Mitsui Bussan Kaisha.	
ATHENIAN, British steamer, 2,444, H. Mowat, 8th April—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.	
BENJAMIN, British steamer, 1,752, Wm. Hutton, 14th April—Moj 7th April, Coals—Gibb, Livingston & Co.	
BUCKINGHAM, British steamer, 1,876, A. H. Cole, 16th April—Moj 10th April, General—Dodwell & Co., Ltd.	
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 17th April, Cable—Government.	
CHARLES ROGER, Belgian steamer, 1,291, C. Herduth, 14th April—Salmon 9th April, Rice—Dodwell & Co., Ltd.	

CHERYLDA, British steamer, 2,467, J. T. Davies, 9th April—Calcutta 22nd March, General—Jardine, Matheson & Co.	
CHINA, German steamer, 1,179, P. Voss, 14th April—Bangkok 8th April, Rice—Harding & Co.	
CHWINSHAM, British steamer, 1,281, J. F. Messer, 16th April—Bangkok 9th April, Rice—Bradley & Co.	
CLAVERING, British steamer, 2,255, J. Barker, 30th Mar.—from Port Natal, Ballast—Dodwell & Co., Ltd.	
DAPHNE, German steamer, 1,291, Th. Nissen, 9th April—Moj 4th April, Coals—Siemens & Co.	
DECIAM, German steamer, 794, C. Christensen, 15th April—Saigon 11th April, Rice—Nam Wo.	
EMPEROR OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 16th April—Vancouver 25th Mar. and Shanghai 13th April, Mails and General—C. P. R. Co.	
DEWIDOUR, British steamer, 2,483, H. W. Vyvyan, 16th April—London 12th Feb. and Manila 13th April, General—Shewan, Tomes & Co.	
EVA, German steamer, 2,083, Chr. Petersen, 7th April—Kobe 31st March, Flour—Arnhold, Karberg & Co.	
HAIMUM, British steamer, 636, W. J. Davis, 12th April—Wohaiwei via Woosung 5th April.	
HANGHOW, British steamer, 999, J. Pearce, 21st Mar.—Shanghai 18th Mar., General—Butterfield & Swire.	
HANOI, French steamer, 768, Pannier, 20th Mar.—Hoihow 18th Mar., General—A. R. Marty.	
HOHAI, French steamer, 532, Merlees, 15th April—Fakhoi and Hoihow 14th April, General—A. R. Marty.	
IDZUMI MARU, Japanese steamer, 3,301, M. J. Cumow, 9th April—Shanghai 6th April, General—Nippon Yusen Kaisha.	
KAIFONG, British steamer, 1,024, G. H. Pennefather, 16th April—Cebu and Hoihow 12th April, General—Butterfield & Swire.	
KWEIANG, British steamer, 1,062, A. W. Outerbridge, 9th April—Canton 8th April, General—Butterfield & Swire.	
KASUGA MARU, Japanese steamer, 3,368, E. W. Haswell, 16th April—Melbourne and Ports 23rd April, General—Nippon Yusen Kaisha.	
LOONGSANG, British steamer, 1,992, G. S. Weigall, 15th April—Manila 12th April, Sugar—Jardine, Matheson & Co.	
MACEONIA, British steamer, 1,460, Monsarrat, 11th April—Wah 5th April and Chiankiang 6th, General—Jardine, Matheson & Co.	
MARIE JESSEN, German steamer, 1,771, P. Hemmert, 14th April—Saigon 9th April, Rice—Jensen & Co.	
OLYMPIA, American steamer, 1,730, John Truebridge, 15th April—Tacoma 14th March, General—Dodwell & Co., Ltd.	
PELVANG, German steamer, 970, W. Wiese, 16th April—Canton 16th April, General—Siemens & Co.	
PENARTH, British steamer, 1,059, W. H. West, 27th Mar.—Woosung 23rd Mar., Ballast—Order.	
PERLA, British steamer, 1,274, R. W. Almond, 24th Mar.—Manila 21st Mar., Ballast—Shewan, Tomes & Co.	
PETRAH, German steamer, 1,252, Ucher, 25th Mar.—Manila 20th Mar., Ballast—Sander, Wieler & Co.	
PETRIANA, British steamer, 1,140, Snope, 25th Mar.—Belik (Papan) 19th Mar., Kerosine—Arnhold, Karberg & Co.	
PING SUEY, British steamer, 1,449, Pernelle, 7th April—Seattle Wash. March and Manila 4th April, Ballast—Jardine Matheson & Co.	
POMPIRY, American steamer, 785, J. H. Seivener, 21st Mar.—Manila 18th Mar., Coal—U. S. Navy.	
PRONTO, German steamer, 632, H. Grandt, 14th April—Hoihow 9th April, General—Siemens & Co.	
SATURN, American collier, 1,877, J. H. Potter, 29th Mar.—Reef Pratas 28th March.	
SHANTUNG, British steamer, 1,835, T. Quail, 2nd April—Hongkong 30th March, Coals—Butterfield & Swire.	
SKARPE, Norwegian steamer, 1,150, L. Talleisen, 11th April—Moj 5th April, General—Stevens & Co.	
SKULD, Norwegian steamer, 913, A. Berbm, 12th April—Bangkok 5th April, Rice—Chinese.	
STRATHOYLE, British steamer, 3,284, G. R. Gordon, 5th April—Moj 1st April, General—Butterfield & Swire.	
SUEVIA, German steamer, 5,000, Weigener, 15th April—Hamburg 27th Feb. and Singapore 9th April, General—Carlowitz & Co.	
TARTAR, British steamer, 2,768, G. D. Bowen, 4th April—Tacoma 5th Mar., Flour—C. P. R. Co.	
ZWEENA, British steamer, 941, L. Ainsworth, 15th April—Saigon 11th April, General—Order.	

Hongkong, April 17th, 1901.

Alacrity, despatch vessel, 1,700 tons, to guns, 2,000 h.p., Comdr. G. G. F. M. Craddock, Shanghai.

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Alacrity, despatch vessel, 1,700 tons, to guns, 2,000 h.p., Comdr. G. G. F. M. Craddock, Shanghai.

*Arctura*, 2nd-class cruiser, 3,400 tons, 10 guns, 5,000 h.p., Capt. J. Stirling, Singapore.

*Argentine*, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

*Astrak*, British 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

*Aurora*, 2nd-class cruiser, 3,600 tons; 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Singapore.

*Barfleur*, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warrender, Nagasaki.

*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Hongkong.

*Bonaventura*, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Capt. C. J. G. Sawie, Taku.

*Bryant*, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leach, Amoy.

*Brisk*, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Boucher Wrey, Bart., Shanghai.

*Britannia*, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.

*Centurion*, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Shanghai.

*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. Winnington-Ingram, Shanghai.

*Dido*, 2nd-class cruiser, 3,500 tons, 11 guns, 9,600 h.p., Capt. Tildar, Shanghai.

*Endymion*, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. G. A. Callaghan, C.B., Weihaiwei.

*Esk*, coast defence gunboat, 363 tons, 4 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

*Fame*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

*Firebrand*, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Canton.

*Glory*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, Woosung.

*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, en route Shanghai.

*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Handy.

*Hermione*, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, Hongkong.

*Hummer*, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Hongkong.

*Isis*, 2nd-class cruiser, 5,850 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, Weihaiwei.

*Janet*, torpedo-boat destroyer, in reserve.

*Lalande*, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore.

*Liard*, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, Canton.

*Ocean*, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Hongkong.

*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.

*Otter*, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

*Phaon*, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholas, Tientsin.

*Pigmy*, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Comdr. J. F. E. Green, Spore.

*Pique*, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

*Plover*, 1st class gunboat, 455 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

*Redoubt*, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.

*Robin*, river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

*Rosario*, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, en route Singapore.

*Sandpiper*, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.

*Sinthe*, river-gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtze.

*Swift*, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., Hongkong.

*Ugla*, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. P. Bealy-Powell, Hongkong.

*Umar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

*Urrish*, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.

*Weed*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.

*Valerwiche*, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

*Whiting*, twin screw, torpedo-boat destroyer, 301 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, B.S.O., Shanghai.

*Vivern*, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

*Woodcock*, river-gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.

*Woodlark*, river-gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 37 and 38, first-class; and 3 second-class boats.

**Miscellaneous.**

*Adamastor*, Portuguese cruiser, 1,900 tons, Capt. Andrew, Macao.

*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

*Folland*, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.

*Katerin* *Elizabeth*, Austrian cruiser, 8 guns, 1,500 tons, 9,000 h.p., Capt. M. V. Eilenan, Shanghai.

*Oningen* *Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,500 h.p., Capt. J. P. Rostum, Swatow.

*Liberal*, Portuguese gunboat, 558 tons, Com. José da Cunha Lima, Macao.

*Clarita Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.

*Herz Hein*, Dutch cruiser, 5 guns, 3,760 tons, 4,736 h.p., Capt. Jansen, Taku.

*Ugla*, Portuguese gunboat, 600 tons, Captain Mello, Macao.

*Urrish*, Austrian cruiser, 2,500 tons, Captain Skals, Shanghai.

**FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.**

**The Russian Squadron.**

*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

*Admiral Nahkhtoff*, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolsky, at Tientsin.

*Admiral*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.

*Admiral*, Russian gun-vessel, twin screw, 950 tons, 8 guns, 1,150 h.p., Captain Dobrowsky, at Taku.

*Admiral*, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharop, at Taku.

*Admiral*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennik, at Taku.